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50X1-HUM

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1.

2.

3.

4.

several service vessels operating in port; among them were the following:

a. A pilot boat, similar to one operating in the port of Genoa.

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-2-

b. Several tugboats, two of which were apparently built in Viareggio.

50X1-HUM

c. Two floating cranes, one of which had a capacity of 60 tons and the other's capacity was even greater.

d. A few tankers used for bunkering oil and water. [redacted]  
[redacted] a few of them had a capacity of 700 to 800 tons.

50X1-HUM

e. Four metallic floating dry docks, apparently fairly new. The capacity of three of these docks has been estimated at 10,000 tons and in the fourth one, whose capacity is 12,000 to 15,000 tons, [redacted]  
[redacted] a tanker was undergoing repairs.

50X1-HUM

5.

6.

[redacted] merchant vessels in port [redacted]  
(see Attachment 2). The following vessels were observed:

a. Soviet Liberty ship Askold. Originally she had loaded flour in the position which on Attachment 2 is occupied by the steamer Platin. Later, she moved to the position where she is shown on Attachment 2 and loaded some machinery. Judging from the metallic framework loaded on deck it very likely was a mechanical hoist. Then, a large 50-ton capacity floating crane loaded on the after deck a large wooden box about 6 x 3 x 3 meters, reinforced on the outside by a sturdy metal frame. The cargo was intended for China. It is interesting to note that the Askold was forced to go from one quay to another and, just before reaching the second quay, a tugboat had to come to her aid because her stern was apparently touching bottom. [redacted]  
[redacted] the depth in front of the warehouse noted on Attachment 2 was about 26 or 27 feet. This is less than the stern draught of the average Liberty ship when loaded.

50X1-HUM  
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b. The 800-ton Rumanian motor ship Mangalia, unloading a cargo of asphalt drums and loading coal. It took about a day to unload her but only a few hours to load the coal.

c. [redacted] a refrigerated ship, taking on a cargo. She is under charter to the Soviets, and other ships of this fleet also navigate in the Black Sea.

50X1-HUM

d.

[redacted]

50X1-HUM

e. The ex-Sobieski, taking on cargo.

f. [redacted] vessel of 7,000 to 8,000 tons, unloading a cargo of cork from her deck to the warehouse

50X1-HUM

g. The Soviet ship Rossiya arrived from Batumi. The Rossiya maneuvered without the assistance of tugs [redacted] the port in this area must be dredged to a depth greater than that shown on the [redacted] port plans.

50X1-HUM

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-3-

- h. The Soviet oil tanker which is shown on Attachment 2 at 33. She departed for Batumi, where she will most likely pick up a cargo of crude oil for transport to the refinery at Odessa (see Attachment 4).
- i. A Polish tanker, shown at 35 on Attachment 2. Two days later, another Polish tanker, the Karpaty, remained there at anchor an equal length of time. [redacted] two Polish tankers in the Black Sea. 50X1-HUM
7. [redacted] a new barge which was self-propelled and had two rudders and a riveted hull. [redacted] At the time, the engines were being tested. 50X1-HUM
8. [redacted] the Soviet naval units in port
- a. The ex-Colombo, now used as a training ship. She was moored to the buoy which is shown at 11/a on Attachment 1. Numerous persons, probably cadets, were seen aboard. [redacted] the ex-Colombo was now painted gray and had been renamed the Neva. [redacted] she was moored in the Pratique Harbor and [redacted] she was well-kept and her sails were tightly furled. 50X1-HUM
- b. A barracks ship, moored at the head of the pier at 10 on Attachment 1. [redacted] this ship at one time might have belonged to the [redacted] fleet. 50X1-HUM
- c. A mine sweeper with a wooden hull and a square poop. It [redacted] was moored to a buoy which was situated between 8 and 10 on Attachment 1. 50X1-HUM
- d. Six or seven MAS moored at the military pier at 16 on Attachment 1. As a rule, these ships go out from the harbor during the day for training exercises. They are wooden vessels with portholes on the sides and they have two 20 mm machine guns with a single barrel, one forward and one aft. Their speed was estimated to be about 25 or 30 miles an hour.
- e. A cruiser-like vessel, [redacted] It had three smoke stacks, with the forward one very close to the bridge. There is only one mast, which is part of the bridge; about two-thirds of the way up the mast, there is a large yard which practically extends the entire width of the ship. Her armament consisted of twin turrets, forward and aft, and a few guns forward placed behind the turrets. [redacted] 50X1-HUM
- f. The former battleship, the ex-Cesare, moored at 16 on Attachment 1. 50X1-HUM
9. [redacted] the military units in port in early May, [redacted] only small units were present in the port, such as anti-submarine vessels, mine sweepers, and patrol craft. Later, the small craft left the port at 1700 hours for target practice. The target was pulled by an ocean-going Navy tugboat. About ten vessels took part in the exercise. Among these units, some looked like [redacted] torpedo boats. They were armed forward and aft with a light gun, 20 to 30 mm; two machine guns, 12 to 20 mm, which were in the center; and, though no torpedos or launchers were seen aboard, depth charges were noted. Other units, smaller than the above, had two double machine guns, forward and aft (12 to 20 mm caliber). The ship in charge of the exercise looked like a magnetic mine sweeper. It was equipped with radar [redacted] 50X1-HUM
10. [redacted] a 12,000-ton auxiliary vessel of the Soviet Navy arrived in the roadstead and anchored near the buoy at 3 on Attachment 2. This vessel looked like a former passenger ship and on the forecastle there were two guns whose caliber must have been about 76 mm. On the main mast and on the foremast near the very top, there was an installation that looked like a direction finder, with two loops, the diameter of which was about one-half meter. 50X1-HUM

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-4-

50X1-HUM

11. [ ] there must be an airfield in the vicinity of Odessa, (Attachment 3) to show its approximate position. [ ] the light of the beacon and the direction of the planes as they were taking off and landing. [ ] jet airplanes over Odessa. [ ] two types, some with two jet engines and others with three. In both models the wings are swept back considerably. [ ] no more than three planes in flight simultaneously but [ ] several groups of three and five jets maneuvering over the city.

50X1-HUM

50X1-HUM

12. [ ] increased traffic in the port of Odessa. This is partly due to the better and improved port installations. However, the main reason for the greatly increased port traffic is that both the ports of Nikolayev and Zhdanov have been closed to traffic for security reasons.

50X1-HUM

13. [ ] a sketch of the port of Odessa (Attachment 1) on which [ ] identifies the numbers on the sketch as follows:

50X1-HUM

- (1) Outer breakwater, constructed of masonry. Decommissioned vessels are moored here, among them one painted gray; [ ] it had been a former auxiliary cruiser.

50X1-HUM

- (1/a) A floating crane with a capacity estimated at 60 tons.

50X1-HUM

- (2) Eastern breakwater constructed of blocks. It rises about one meter above water. On this breakwater there are installed several poles which project over the water and support some fishing nets.

- (3) A look-out station which may also be a radio station

- (4) Old grain elevators with loading chutes and an undetermined number of cranes along the edge of the quay. [ ] the grain elevator was located about 150 meters from the signal tower mentioned above.

50X1-HUM

- (5) A probable cold-storage warehouse. Along the quay in front of this building, several [ ] ships were observed unloading bananas and fruit. Part of the cargo was taken inside the building and part was unloaded directly on railroad cars.

50X1-HUM

- (6) A new or modernized grain elevator. [ ] near this elevator there were two floating elevators. [ ] due to the closing of Nikolayev and the subsequent non-utilization of the grain elevator there, the situation has created serious difficulties for Odessa. In the past, the usual procedure was for vessels to go to Nikolayev first; and, if they were ships with a deep draft, they would then proceed to Odessa to complete their loading operations of wheat. Now, Odessa has to handle all the wheat traffic, in spite of the fact that her installations are inferior to those at Nikolayev. The latter's are more modern, of a greater capacity, and are situated closer to the wheat-growing areas.

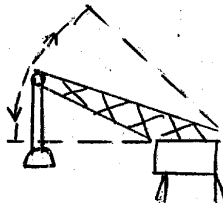
50X1-HUM

- (7) A masonry pier where large ships can dock.

- (8) Mooring area for tugboats.

- (9) Mooring area for large ships. Attachment 5 is a sketch of this area as well as a sketch of the coal pier. The three electric cranes which are shown on the sketch have a movable jib and their capacity is estimated to be about seven tons. [ ] a sketch of these cranes, [ ] is shown below.

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50X1-HUM

-5-

- (10) Coal pier. It is constructed of masonry and rises about 1.5 meters above the water. It is 300 meters long and 75 meters wide with several bitts on the southeastern side. See Attachment 5 for more details. The coal reaches the pier in 50-or 60-ton railroad cars and is unloaded in great piles by means of electric cranes which move on rails. They are equipped with movable jibs and two-ton capacity grab buckets. During the brief period of twenty days, [ ] a considerable drop in 50X1-HUM the supply of coal. [ ] what has already been said concerning Odessa and Nikolayev on the wheat situation can be said of Odessa and Zhdanov in connection with coal. Zhdanov has a special section of the port devoted exclusively to the handling of coal, where there are two separate piers, one for loading and the other for unloading the coal. Moreover, Zhdanov has a huge area where large quantities of coal can be stored and also has the necessary installations for weighing the coal. Odessa, on the other hand, is at a distinct disadvantage. There is not too much space either for loading or unloading, the storage area is limited, and there are no installations for weighing the coal. In order to estimate how much coal has been loaded on board, the Soviets use the immersion scale with which every ship is equipped. However, it is not possible to check the weight of the vessel before the loading operations begin. The vessel in the case usually supplies this information and often makes it greater than it actually is. For that reason, extra coal is loaded on board and in some cases the discrepancy is considerable. Another difficulty in Odessa is the lack of stevedores. These are 50X1-HUM few in number and will complete their work only after a great deal of pressure has been exerted.

The actual loading operation is done by electric gantry cranes equipped with seven-or eight-ton capacity grab buckets. These cranes travel on a wider gauge track than those used by the cranes which unload the coal. [ ] one crane on this dock could load the coal at the rate of 200 tons per hour; while [ ] with the facilities on this pier, coal could be loaded at the rate of 500 tons per hour. Toward the head of the pier, [ ] some heaps of scrap metal, and near the foot of the pier there was a large shed where a great number of cement bags were stored. [ ] groups of soldiers loading these cement bags on trucks. The soldiers were wearing [ ] worn-out uniforms [ ]

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50X1-HUM

50X1-HUM

- (11) The ex-Colombo moored here.
- (12) A floating crane with an estimated capacity of 60 tons.
- (13) Four floating dry docks
- (14, 15) Several oil tanks
- (16) Dock reserved for naval units. [ ] the battleship, the ex-Cesare, moored here.
- (17) Area where the offices of Inflat are located. One of the employees is a woman [ ] The office of the Port Captain is near here. This building, which is visible from the eastern entrance of the harbor as well as from the mooring area at 10 on Attachment 1, has a small mast with a cross beam on its roof. [ ]

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50X1-HUM

-6-

(18) Large stairway which leads to the city.

(18/b) Place of entertainment. [redacted] it might be an open 50X1-HUM  
air cafe, for there were many tables in the open.

(18/a) Public garden.

14. [redacted] the various mooring areas are marked numerically; for 50X1-HUM  
example, the mooring area on the southeastern side of the coal pier was  
numbered 21.

15. [redacted] the port area was illuminated by means of four 50X1-HUM  
floodlight projectors which are mounted on small towers at right angles  
to each other. The location of some of these towers is shown on Attachment 5.

Attachments: Five

1. Harbor at Odessa
2. Odessa Harbors, with legend; two pages
3. Airfield at Odessa
4. Refinery at Odessa
5. New Harbor at Odessa, with legend; two pages

50X1-HUM

[redacted]

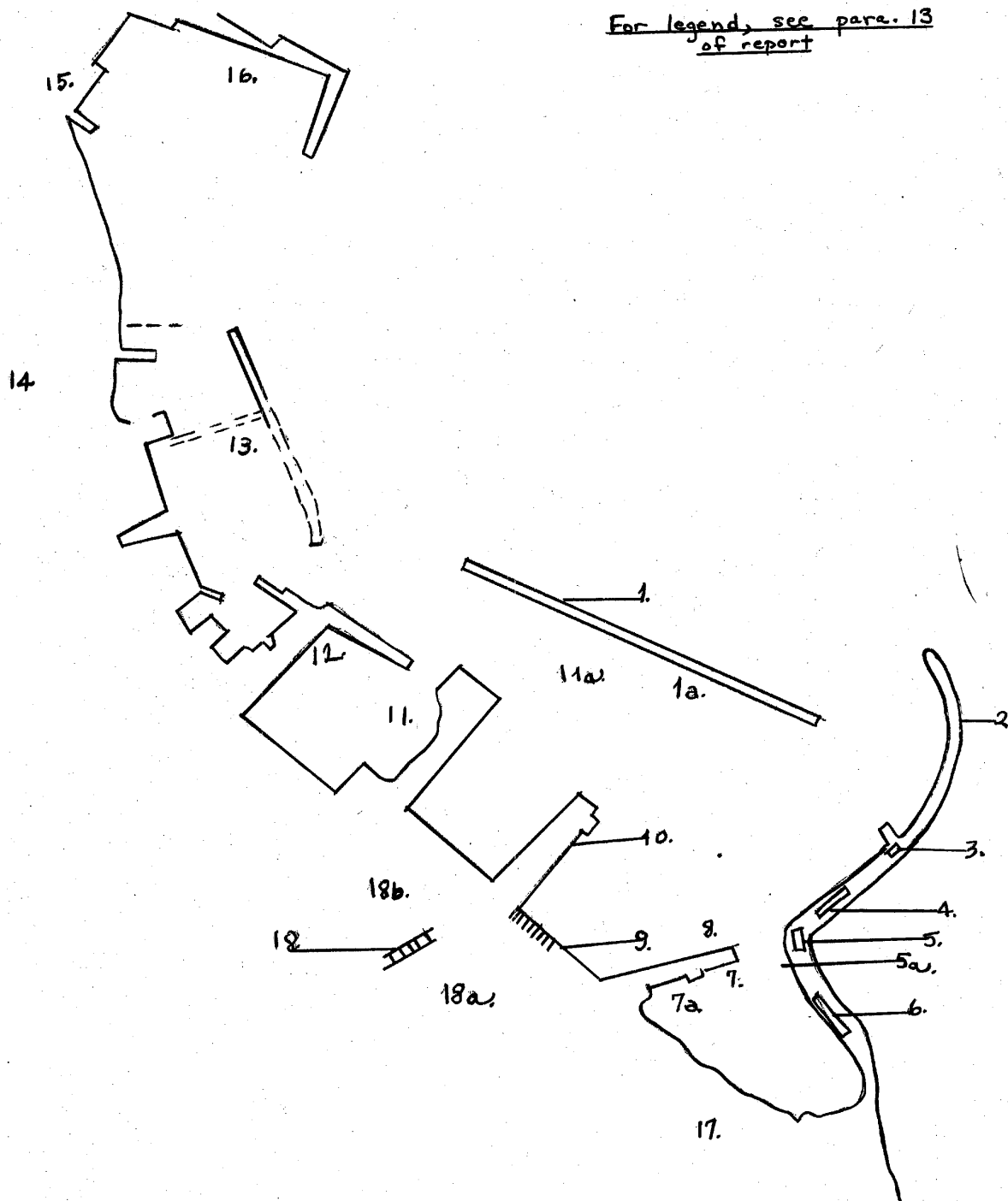
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Attachment 1

HARBOR AT ODESSA

(For legend, see report paragraph 13)

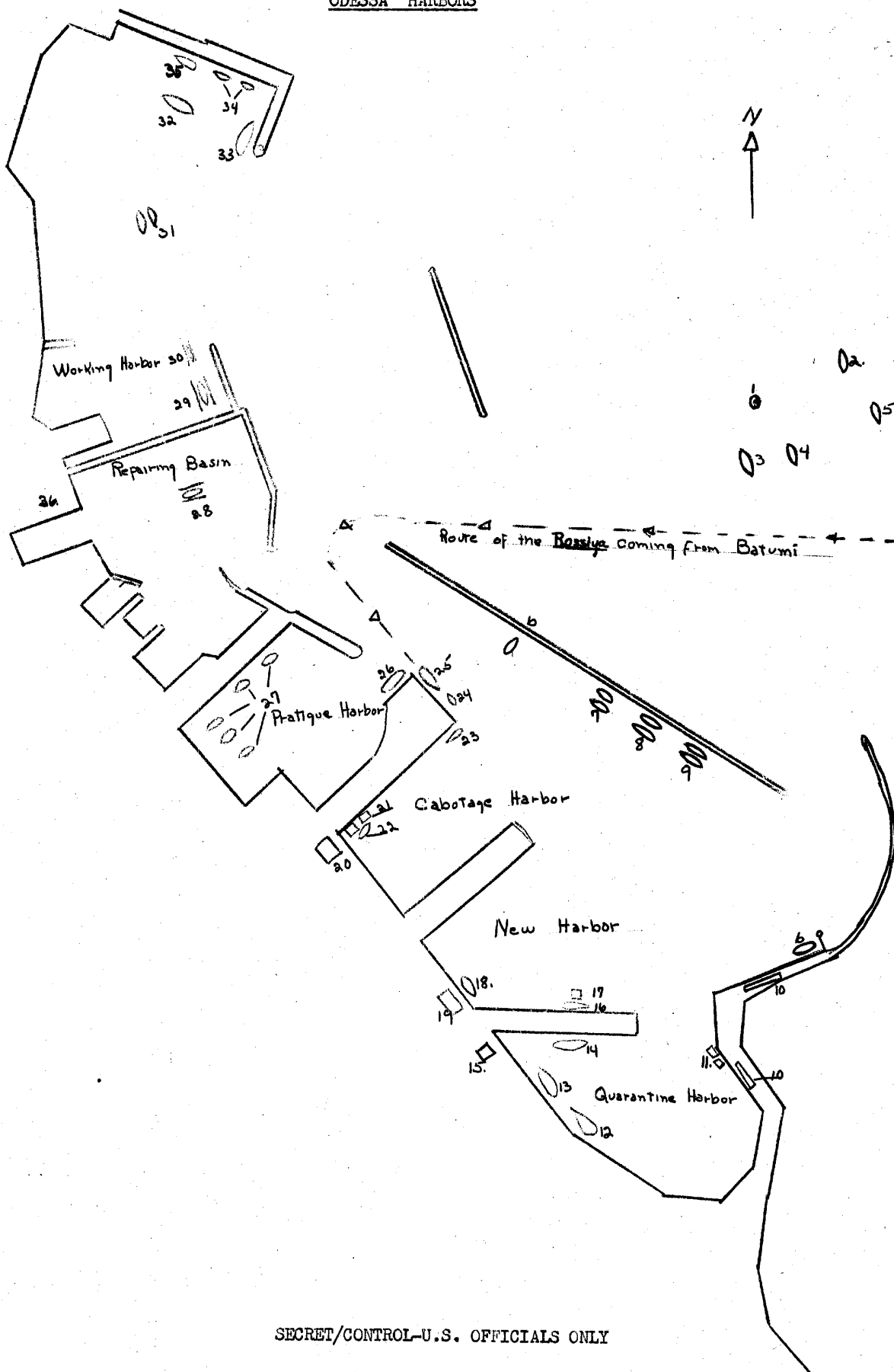


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Attachment 2, page 1

ODESSA HARBORS

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Attachment 2, page 2

LEGEND FOR ODESSA HARBORS

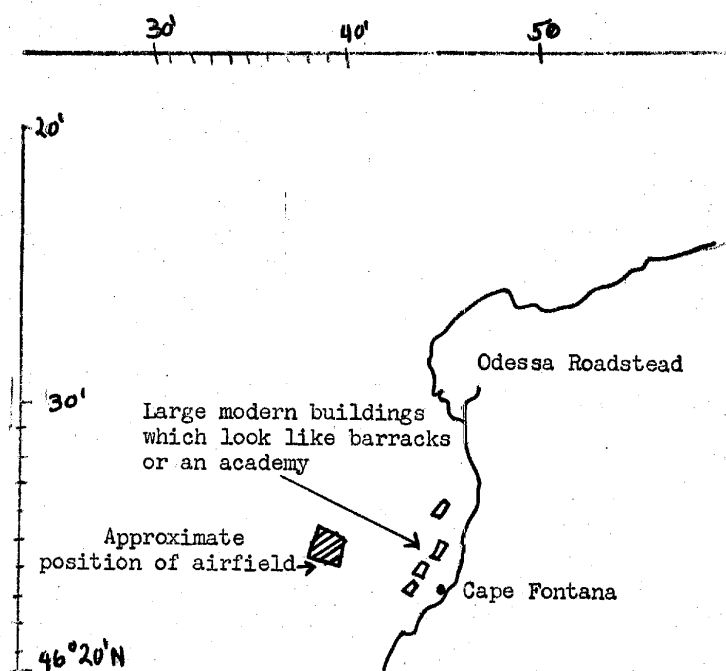
1. Buoy without any identification marks.
2. Polish tanker Karpaty.
3. Soviet auxiliary vessel, mentioned in paragraph 10 of this report
4. [ ] ship [ ] 50X1-HUM
5. [ ] ship, unidentified.
6. Decommissioned small steamers.
7. Self-propelled oil barge, of 400 to 500 tons.
8. Self-propelled oil barges, of 500 to 600 tons.
9. Self-propelled water barges, of 100 to 400 tons.
10. Grain elevators.
11. Floating grain elevators.
12. [ ] ship [ ] 50X1-HUM
13. Soviet ship Tobolsk
14. The ex-Sobieski
15. Building under construction. The foundation and the first floor are completed.
16. Soviet ship Askold.
17. Floating crane.
18. The [ ] ship [ ] unloading cork. 50X1-HUM
19. Large warehouse.
20. Large building which is almost completed. It is 50 m long, 40 m wide, and 30 m high. On the side that can be seen from the sea, it was observed that on the ground floor there are several large gates; and on the other floors, in addition to the windows, there is a large opening in the center of each which leads to a balcony of reinforced concrete.
21. Floating cranes.
22. Dredge.
23. Small passenger steamer.
24. Small mail steamer.
25. Soviet ship, the Rossiya
26. The ex-Colombo.
27. An undetermined number of naval units in Pratique Harbor.
28. A small ship under repair in a floating dry dock.
29. A Soviet tanker of 10,000 to 12,000 tons under repair in a large floating dry dock.
30. A small ship under repair in a floating dry dock.
31. Two new small river tankers of 600 to 700 tons.
32. 8,000-ton tanker, the Setra.
33. The 10,000-ton Soviet tanker which departed for Batumi.
34. Two small Soviet tankers.
35. An 8,000-ton Polish tanker.
36. Area where many ship were under repair, among them one about 7,000 to 8,000 tons. On one of the ways, the keel of a ship under construction was noted.

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Attachment 3

AIRFIELD AT ODESSA

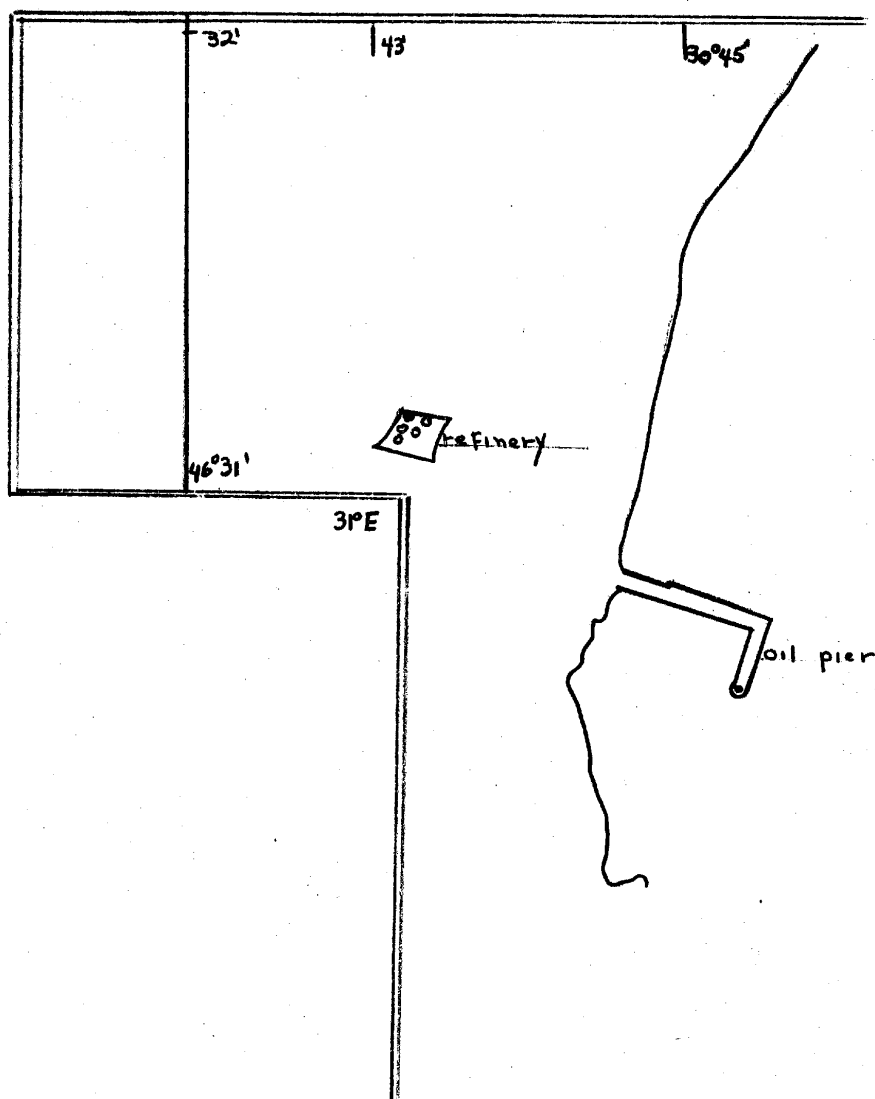


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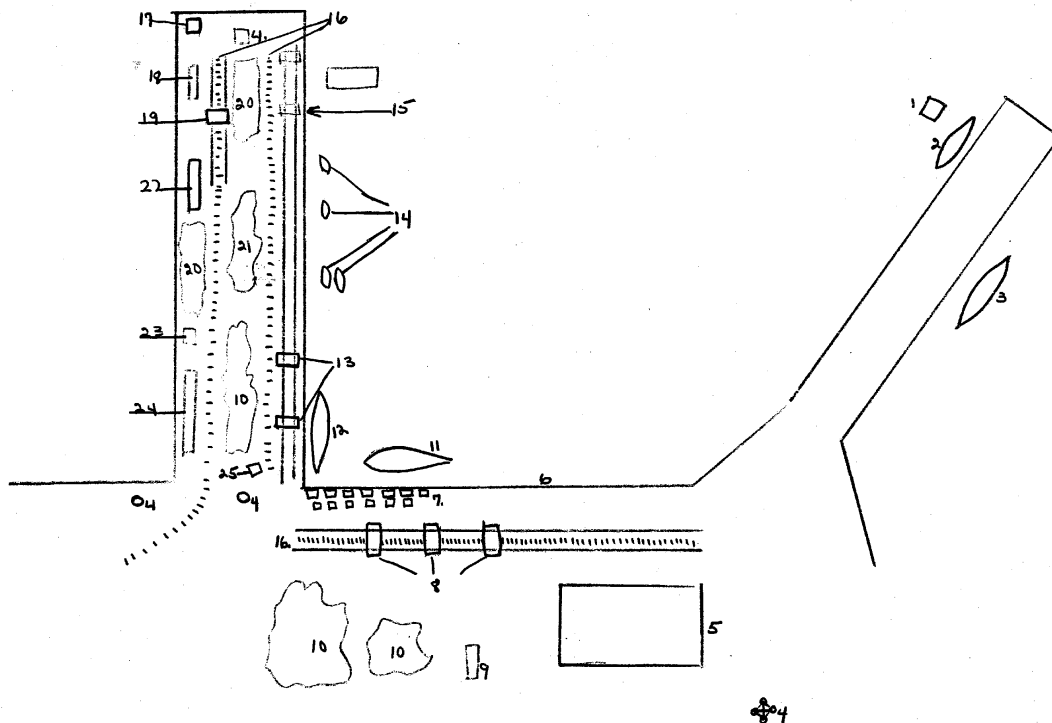
Attachment 4

REFINERY AT ODESSA



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NEW HARBOR AT ODESSA

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Attachment 5, page 1

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Attachment 5, page 2

LEGEND FOR SKETCH OF NEW HARBOR:

1. Floating crane
2. Soviet ship, the Askold
3. The ex-Sobieski
4. Floodlight towers
5. Two-story warehouse
6. Wooden quay
7. Asphalt drums
8. 14-ton cranes with a long jib
9. 14-ton crane with a long jib
10. Coal pile
11. Rumanian motor ship, the Mangalia
12.  ship, loading 50X1-HUM
13. Cranes, one of 11.5 tons and the other 7 tons
14. Small ships loaded with sand
15. Crane of 11.5 tons
16. Railroad tracks
17. Seven-ton crane
18. One-story warehouse
19. Ten-ton crane
20. Piles of lumber
21. Sand
22. One-story warehouse
23. Small structure
24. Port offices
25. Latrine

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